

REAR ADMIRAL CAPPS QUILTS

THE CHIEF CONSTRUCTOR OF THE NAVY RESIGNS.

His Resignation Due to Opposition to Secretary Meyer's Reorganization Plan and Was Requested by the Secretary. Second Bureau Chief to Fall.

WASHINGTON, July 11.—Washington Rear Admiral Lee Capps has resigned as chief of the bureau of construction of the Navy Department, to take effect on October 1 next, when he will have completed thirty years of service and will be eligible for retirement with the rank of Rear Admiral.

The Chief Constructor's resignation is due to the fact that he is out of sympathy with the reorganization scheme of Secretary of the Navy Meyer and was requested by the Secretary. In a letter announcing his retirement from the bureau Mr. Capps says frankly that he is not in accord with the Secretary on questions of reorganization and that he would prefer to resign.

Mr. Capps is the second important bureau chief of the Department to fall before the Meyer reorganization plan. Several weeks ago Paymaster-General Eustace B. Rogers, chief of the bureau of supplies and accounts, resigned after a controversy with Secretary Meyer. The Paymaster-General had refused to obey the orders of the Secretary to reduce the total of the navy supply fund and Mr. Meyer practically dismissed him.

The retirement of these men from the navy bureau marks the elimination of the two most important figures in the opposition to the Meyer reorganization plan, which is the control of naval affairs by the line instead of staff officers. Both Rogers and Capps appeared before the House Committee on Naval Affairs last winter and criticized Mr. Meyer's scheme for the reorganization of the Department. It has been predicted for a long time that Secretary Meyer would have to rid himself of these men in order to carry out his general scheme.

Mr. Capps's resignation has been looked for in naval circles for many months. While his resignation will not take effect until next October, he will relinquish his duties as chief constructor immediately. He will make a tour of inspection to the navy yards on the Pacific coast and may go to the Philippines to complete inspection work already begun there.

Mr. Capps submitted his resignation at an interview with Secretary Meyer to-day. Mr. Meyer transmitted the resignation to President Taft at Beverly with the recommendation that he accept it. When word was received here to-day that the President had accepted the resignation, the announcement was immediately made.

When Secretary Meyer entered the Navy Department on March 1, 1909, at the beginning of the present Administration, Mr. Capps was serving in the double capacity as chief of the bureau of construction and repair and chief of the bureau of steam engineering. This arrangement was declared illegal by Attorney-General Wickersham, and Mr. Meyer relieved Capps of the latter as chief of the bureau of steam engineering.

Mr. Capps's opposition to the Meyer plan of reorganization was due to the fact that the scheme placed control of naval matters largely in the hands of line officers. Mr. Capps and Mr. Rogers, both being staff officers, they did not look favorably on the loss of power. At the hearings before the House Committee on Naval Affairs there were the only voices raised in opposition to the reorganization. As chief of one of the principal bureaus of the Department, Mr. Capps frequently discussed the defects of Mr. Meyer's scheme before the members of the committee, the opinion of Secretary Meyer Mr. Rogers at those hearings went outside of his province in discussing what Mr. Meyer regarded as a question of policy that should have been adopted by the Secretary of the Navy and approved by the President. The controversy with Mr. Meyer over the alleged illegality of the navy supply fund aggravated matters between them, but Mr. Rogers, it was asserted, was dismissed on the latter ground alone. He was permitted to remain from active service with the rank of Rear Admiral.

While the controversy between Secretary Meyer and Mr. Rogers was at its height Mr. Capps kept out of the spotlight. When Mr. Meyer had succeeded in reorganizing the bureau of supplies and accounts he then turned his attention to the bureau of construction, and the resignation of Mr. Capps completes the spelling of the opposition.

For many years bureau chiefs of the Department, especially Mr. Capps, had possessed full authority in their own right because of the frequent changes in the head of the Department. During the administration of former Secretaries Meyer and Newberry, Chief Constructor Capps was a pre-eminent influence in the affairs of the Department, even in matters outside his own bureau.

Since the beginning of the present Administration, however, his power has been reduced and under the Meyer plan of reorganization the staff officers were superseded by line officers in control of important naval questions.

Mr. Capps has been chief of the bureau of construction since October 31, 1903, when he came from Portsmouth, Va., to Washington. He was appointed a lieutenant on June 6, 1888. From 1888 to 1892 he served as a lieutenant on the USS Albatross. From 1892 to 1896 he was at the New York Navy Yard and later transferred to the USS Albatross. From 1901 to 1903 he was at the New York Navy Yard and later transferred to the USS Albatross.

From 1901 to 1903 he was at the New York Navy Yard and later transferred to the USS Albatross. From 1901 to 1903 he was at the New York Navy Yard and later transferred to the USS Albatross. From 1901 to 1903 he was at the New York Navy Yard and later transferred to the USS Albatross.

From 1901 to 1903 he was at the New York Navy Yard and later transferred to the USS Albatross. From 1901 to 1903 he was at the New York Navy Yard and later transferred to the USS Albatross. From 1901 to 1903 he was at the New York Navy Yard and later transferred to the USS Albatross.

From 1901 to 1903 he was at the New York Navy Yard and later transferred to the USS Albatross. From 1901 to 1903 he was at the New York Navy Yard and later transferred to the USS Albatross. From 1901 to 1903 he was at the New York Navy Yard and later transferred to the USS Albatross.

MRS. GOULD WEDS R. H. THOMAS

DETECTIVES SEE THAT HELEN GOULD GETS THE CHILDREN.

Follow Them in an Auto After the Ceremony at Their Mother's Apartments. So Prearranged, the Family Explains—Marriage a Very Simple One.

Mrs. Helen Kelly Gould and Ralph H. Thomas were married yesterday at noon in the apartments of Mrs. Gould at 540 Park avenue. Relatives and very intimate friends were present at the ceremony, which was performed by the Rev. Dr. Webster of the Brick Presbyterian Church.

The bride was given away by her mother, Mrs. Eugene Kelly Joseph Thomas, brother of the bridegroom, acted as best man. Miss Eugenia Kelly, who is a pupil at the Convent of the Sacred Heart, decided that her religious scruples against divorce would not permit her to act as maid of honor, but she did not stay away from the wedding.

Nine men stood in the entrance of the apartment house from midday until after the departure of the bride couple. They said they were there to see that nothing happened to the Frank Gould children, Helen and Dorothy.

The little girls, who have been staying at the country place of their aunt, Miss Helen Gould, at Irvington since May 1, came down in the morning to be present at their mother's marriage and to say good-bye to her before she started on her honeymoon trip. When the children left the house at about 1:30 o'clock in charge of Albert Wisner and a governess several of the detectives followed in a touring car, which quickly came up with the taxicab the others had taken.

One of the detectives showed a paper to the guardians of the little girls. After a short conversation the children were transferred to the touring car and taken to the Fifth avenue residence of Miss Helen Gould. There they were met by a cousin of Miss Gould, who took them to Irvington. Mrs. Eugene Kelly, grandmother of the little girls, expected them to pay her a little visit at the Hotel Graham, and had hurried home to welcome them.

When Mrs. Thomas received what was probably a garbled account of the affair over the telephone she attributed the whole matter to overzealousness on the part of the detectives, who, she said, had been watching her for a week. A cousin of Miss Gould who did not want his name mentioned said that everything had been done in accordance with arrangements previously agreed upon by the mother and aunt of the children. He explained that the decree of divorce granted to Mrs. Helen Kelly Gould in May, 1909, gave her the custody of the children from December to April and on certain specified days in June and September and the Christmas holidays. The remaining time they were to spend with their father. It was provided that neither parent should remove the children more than a hundred miles from New York without the written consent of the other.

Frank Gould, who is now in Europe, arranged that his sister should take charge of his daughters when the time came for their visit to him. It is believed that Miss Helen Gould will formally adopt her little nieces and that they will be heiresses to her estate. At any rate they are having a good time at Irvington.

Mr. and Mrs. Thomas left the apartment at 5:40 Park avenue shortly before 5 o'clock and drove away in Mr. Thomas's touring car. The bride wore a black tulle affair with a black and white dress and a white straw hat. The couple will sail this morning on the Kaiser Wilhelm der Grosse. It is supposed that they spent last night at Mrs. Thomas's bungalow at Sands Point, L. I.

Mrs. Eugene Kelly and Miss Eugenia Kelly will sail for Europe in about a fortnight and will join Mr. and Mrs. Thomas in a motor trip through Scotland and England. Mr. Thomas gave his bride five acres of land adjoining her Sands Point estate for a wedding present. Upon their return from Europe they will build a house not far from the site of her bungalow.

Paris started. Mistake of Identity in Its News of the Thomas-Gould Wedding. Special Cable Dispatch to THE SUN. PARIS, July 11.—The newspapers here this afternoon gravely announce the wedding of Miss H. Gould to Ralph H. Thomas of New York. They express great astonishment over the matter, as it is stated that nothing was known in the American colony here of the lady's intention to take a husband.

Justice Fuller's Will. Estate of a Million to Be Divided Upon Death of Last Child. CHICAGO, July 11.—The will of the late Melville W. Fuller, Chief Justice of the United States Supreme Court, which disposes of an estate amounting to nearly \$1,000,000, was filed to-day, together with the will of the late Mrs. Mary E. Fuller, wife of the jurist, in the Probate Court of Cook county. Mrs. Fuller died several years ago.

About \$800,000 of the estate, according to Attorney Stephen S. Gregory, who with the Merchants Loan and Trust Company of Chicago was named trustee, is in real estate. The estate of Mrs. Fuller amounted to about \$100,000. No amounts were named in either will.

The will was typical of the Justice, who was noted for conservatism. Only a page and a half of legal cap are used in the making of the will.

The estate of Justice Fuller is said to be held in trust for his children and their heirs. There are no disquisitions or bequests to charity. Upon the death of the last surviving child of the late Chief Justice the estate is to be equally divided and distributed among their then surviving descendants.

WONT SURRENDER CHARLTON.

State Department's Mind Made Up—Italy Has Asked for Him.

WASHINGTON, July 11.—Porter Charlton, who is under arrest at Hoboken, N. J., charged with the murder of his wife, Mrs. Mary Scott Castle Charlton, at Lake Como, Italy, will not be surrendered in response to the request made by the Italian Government for his extradition to Italy for trial. The present intention of the officers of the State Department is to decline to surrender him. This means that Charlton will go free, as there is no court in this country with jurisdiction to try him.

A deadlock exists between the State Department and the Italian Foreign Office over the question of Charlton's extradition. The Italian Government has asked his surrender and the official warrant on their way to the Department. Secretary of State Knox, it is said, is willing to surrender Charlton, but only on condition that the Italian Government agree to surrender in future Italians who commit crimes in this country and take refuge in their native land.

The Italian Government is forbidden by its penal code from extraditing its own subjects to foreign countries. In view of this deadlock, according to present intentions, the request from Italy for Charlton's surrender will be denied.

TOO SOON FOR WOMEN COPS.

Nothing in Maryland Law to Justify Their Appointment.

BALTIMORE, July 11.—There will be no woman auxiliary cops in Baltimore, at least not yet. Attorney General Straus to-day gave his opinion to Miss Edna Beveridge, chairman of auxiliary policemen committee of the Woman Suffrage Club, to the effect that there is no warrant in the Constitution of Maryland or the statutes for their appointment.

Attorney General Straus said: "Of course you ladies could endeavor to secure special legislation which would make it possible for you to have woman police officers."

The suffrage club means to carry its movement into the Legislature for the appointment of "motherly women" to assist the officers in looking after the safety and protection of young girls and children on the streets, in amusement parks and on excursion boats.

Some time ago special officers were stationed on many of the excursion boats to look after girls and young women, but lately the appropriation that paid the salaries of these officers ran out and now the boats are unguarded.

The women police movement has aroused much interest. Although there is some opposition, considerable sympathy has been expressed.

A BARONESS IN ALARM.

She Has Been Hunting for Percy Procter and Fears He Is Hunting for Her Now.

A man and a woman went to Police Headquarters last night and found Lieut. Funston, the detective bureau. The woman, who appeared to be about 25 years old and was good looking, could speak no English. The man told the lieutenant that he had come down from the Hotel Grenoble with her and that she was Mrs. Percy Procter, formerly the Baroness de Kichouse. He said that he was a friend of the Baroness.

Mrs. Procter is a Russian. She had to carry on her conversation with Lieut. Funston through her friend, who wouldn't give his name. She was married to Percy Procter of Cincinnati in London last October, but they haven't been living together for several months. Mrs. Procter says a note was handed to her one morning saying that her husband had gone away. He had. Since then Mrs. Procter has been looking for him, and there is a tradition on it in Cincinnati, in which a marriage broker, figures, over \$50,000 she says her husband agreed to give her. The broker wants his commission.

She told the lieutenant that yesterday afternoon a man came to the Grenoble in an automobile and presented her husband's card. He offered, she said, to take her to Mr. Procter in the motor. She was suspicious and refused to go. She told Lieut. Funston that she supposed that the man wanted to take her to his home in hope of attracting the attention of a passing boat. Two women, accompanied by their husbands, who were afloat in a disabled gasoline launch on Lake Michigan were rescued early this morning by surfmen from the South Chicago life saving station.

The lookout who was patrolling the beach saw the signals of distress and when the life saving crew reached the disabled craft it found Mr. and Mrs. Matthew Staff, a newly wedded couple of Helena, Mont., and Mr. and Mrs. M. S. Evers of Hammond exhausted from fright and exposure.

Mr. and Mrs. Staff, who are on their honeymoon, stopped off to visit Mr. and Mrs. Evers in this city. A boat ride on Lake Michigan was arranged for Sunday and the party started out from South Chicago in a gasoline launch early in the afternoon.

When they were a good distance from land the supply of gasoline gave out and the little craft drifted helplessly on the choppy water. The men tried in vain to attract the attention of longshoremen before darkness set in.

SUBMARINE RAMS A GUNBOAT

CASTINE REACHED WITH HER BOILER ROOM AWASH.

The Bonita in Underwater Practice Missed Her Distance and "Attacked" the "Enemy" Too Closely—No One Injured in the Following Smash.

PROVINCETOWN, Mass., July 11.—With her compartments rapidly filling with water, the gunboat Castine, tender to the third submarine division of the United States Navy, was beached at North Truro late to-day. She had been rammed by the submarine Bonita in the harbor outside this port.

As the nose of the Castine slid into the soft sand at Truro every one of her crew of eighty officers and men was stationed ready to put off in lifeboats. Nobody on either the Bonita or Castine was injured. At a late hour this evening only one member of the crew of the gunboat had come ashore.

The third submarine division, under Lieut. Donald C. Brigham, was engaged in underwater practice with the Castine as a ship of the enemy. The Castine lay just outside the lower end of the harbor under command of Lieut. Ralph A. Koch and clustered about her were the submarines Bonita, Grayling, Narwhal, Snapper, Stringray and Tarpon. Not far off the scout cruisers Birmingham and Chester lay at anchor.

For some time the little ships at war engaged in maneuvers. Suddenly there was a warning blast from the whistle of the Castine and with full steam ahead she made for the Truro shore.

Instantly the scout cruisers made ready to go to her aid, but as it was seen that she was rapidly making the shore they stayed away and she was successfully beached.

Just before the shore was reached every man aboard gathered together his effects. Had the nose of the gunboat failed to reach the sand before she settled into the water Lieut. Koch would have been forced to leave the bridge of his ship as she sank.

Immediately all sort of craft put out for the Castine but none was able to get very close to her. Other boats made for the submarines and from them it was found that the Bonita with the others of the fleet had made ready to "attack" the Castine and had submerged.

The Bonita apparently misjudged the distance between her and the Castine, for she suddenly brought up with a bump against the stern side of the gunboat. Though many of the officers and crew of both ships were hurled from their feet none was injured.

At the time of the accident some of the crew of the Castine were in swimming, but all hands managed to get aboard before their vessel got under way. Two plates on the side of the Castine were loosened. Save for some denting on the armor plate of the Bonita and a few feet of rail that was missing the submarine escaped without damage.

Capt. Fletcher of the Birmingham sent this message to Boston to-night: "Castine struck by Bonita during attack at France 20 and is beached near North Truro. Boiler and dynamo compartments beached. Frames 19 and 21 are flooded. Bulkheads at Frames 19 and 21 holding safe. No one injured."

The wireless further requested that wrecking apparatus be sent and also that the officials at Washington be notified. The Castine was built at Bath, Me. Her keel was laid in 1890 and she was launched in 1893. She is a twin screw schooner rigged steel vessel of 1,177 tons. She is commanded by Ensigns Slocum and Dorenhower.

JAURES ATTACKS CLEMENCEAU.

Dis Up Rochette Bank Swindle and Makes Scene in French Chamber.

PARIS, July 11.—Henri Rochette, who was arrested more than two years ago on a charge of swindling the public on a gigantic scale, has come into prominence again through the activity of M. Jaures and his fellow Socialists in the Chamber of Deputies. Jaures professes to believe that the downfall of Rochette was accomplished by men high in official life. He even charges that former Premier Clemenceau while in office aided in the overthrow of Rochette.

Recalling the fact that Premier Briand was Minister of Justice at the time, Jaures said pointedly that Lepine could not have played the part he did without Briand's knowledge. After listening with evident impatience to the attack Premier Briand spoke in defense of Professor Lepine. Looking directly at the Socialists group, the Prime Minister said: "I will not deliver into your hands that honest man whose presence embarrasses you."

SEAGOING SWARM OF BEES.

Wouldn't Dodge From the Allegheny's Davit Even When the Hose Was Turned On.

The Hamburg-American liner Allegheny, in yesterday from West Indian ports, brought one Haytian bee, which is not black like other natives of Hayti. He, she or it is the only one of a big swarm that boarded the Allegheny on June 23 at Port de Paix that Capt. Meisner's men were able to capture. The swarm settled on the end of a lifeboat davit, bugging it to several times its natural size, and would not budge even after the hose had been turned on it. The bees stuck to the ship all next day and would not move even after she started for St. Marc, a day's sail. The ship's photographer took pictures of the swarm at St. Marc and the skipper began to build a hope that he might bring a good story to New York to help out the line's press agent. But just as the Allegheny got under way for Gonaves the swarm left her. But the press agent had the photographs and the loss of the bees was a great disappointment.

KINGSBERRY FOSTER TO QUIT. Had Three New York Congressmen Begged Him When He Went to Assay Office. Kingsberry Foster, superintendent of the Assay Office, has sent in his resignation to the Director of the Mint and will go out of office August 1. It was reported yesterday that there had been friction between Mr. Foster and the authorities in Washington, but Mr. Andrew, the Assistant Secretary of the Treasury, who was formerly Director of the Mint, said yesterday that the resignation was voluntary, not demanded.

"I haven't anything to say about it just now," said Mr. Foster when he was asked about it, "but on August 1 I shall have a statement to make."

Mr. Foster was appointed three years ago this month by ex-President Roosevelt. He had the backing of Congressmen Herbert Parsons, William S. Bennett and J. Van Vechten Olcott. He is a lawyer and has been active in working for Congressman Bennett.

INCOME TAX RATIFIED.

Georgia Senate Gives Approval to Amendment—House Will Also Ratify.

ATLANTA, Ga., July 11.—The Georgia Senate yesterday ratified the Federal income tax amendment, 23 to 15. This action came after several days of debate, during which strong opposition was developed to the amendment. When the Senate adjourned last Friday the opponents of the amendment thought they had beaten it, but the situation was changed by pressure brought to bear on Senators during Saturday and Sunday.

The House is now considering the amendment, and it is conceded that a majority of that body is for the measure, although many members oppose it. It has been charged that a lobby has been at work here to defeat the amendment, but this is denied by opponents of the measure.

TRAINS KILL PROMINENT MEN.

Two Crushed to Death Within an Hour in Philadelphia.

PHILADELPHIA, July 11.—Within the same hour to-day the Rev. Dr. Jacob Salade, copastor of the Baptist Temple one of the best known Baptist ministers in the East, and F. J. Lincoln, former general manager of the Philadelphia Rapid Transit Company and inventor of the type of pay within cars in use here, met instant death under the wheels of trains which they were trying to board at outlying city stations.

Dr. Salade, starting for New York was run down by the locomotive of a train which he was hurrying to catch at Toms station of the Philadelphia and Reading Railway and was ground to death. The locomotive and three coaches passed over him.

Less than an hour earlier Mr. Lincoln, in a race to catch the Maryland division express as it was pulling out of the West Philadelphia station of the Pennsylvania Railroad, lost his grip on the handrail of one of the middle coaches, tripped and pitched headlong to the rails beneath.

HIT THE COUNT ON THE NOSE.

Shocking Details of Mutiny on the Fretless Yacht Tonia.

SPECIAL CABLE DISPATCH TO THE SUN. FRETLESS, July 11.—The so-called mutiny on board the yacht Tonia, belonging to Count Fretless, is about over. According to current report, the crew of the yacht went on a spree and two of the sailors amused themselves by hitting the Count on the nose.

When the vessel arrived here the recalcitrant sailor men were arrested and locked up till they were sober, when their freedom was restored to them.

DOCTOR'S WIFE TRAPPED.

Found With Another Man When Husband Had Door Broken Open.

ATLANTIC CITY, July 11.—After having been watched by detectives in the employ of her husband during the last three months Mrs. Mary Ethel Axford, wife of Dr. Walter James Axford, one of the leading physicians of West Philadelphia, was arrested in company of Thomas A. Conway, manager of the Atlantic City Hippodrome and the New Jersey Fireworks Company, at the Koch Hotel at the Inlet at 2 o'clock this morning. Constable Anderson, with warrants for the man and woman, broke down the door of the room and gained entrance.

HARMON'S AERO HITS A TREE

ATTEMPT TO FLY ACROSS THE SOUND ENDS IN DISASTER.

Forced to Land in a Hurry After Making Four Miles Toward the Water. Harmon Not Hurt, but His Aero Badly Damaged—Mrs. Harmon's Anxieties.

MINEOLA, L. I., July 11.—Clifford B. Harmon attempted a flight from the Hempstead Plain aviation field early this evening across the Sound to Greenwich, Conn., for the Country Life in America trophy. After making about four miles he was forced to come down because his motor was not working well. He landed in an open field by the Power House road on the outskirts of Roslyn about three-fourths of a mile east of the railway station. Mr. Harmon said that his motor began missing fire and when he saw this vacant lot he picked it for a landing place. In making the descent his machine collided with a lower branch of a tree and with a fence and was considerably damaged. Mr. Harmon was unharmed. The field in which the landing was made is the property of Alexander Campbell, a dairyman, and adjoining Dorset Lodge, the estate of H. M. Earle.

Mr. Harmon's flight seemed to be attended with hard luck from the first. At 5:45 he took his machine out for a trial, but in less than two minutes he came down, as the floats he carried increased the head resistance and made flying "soggy," as he expressed it. The machine was dragged to a smoother starting point and after some deliberation and a consultation with Charles K. Hamilton he ordered floats removed and kept as a protection over shaped projections placed underneath the two skids, which were calculated to act as a cushion and keep the machine afloat until he could alight. A life preserver with several hundred yards of twine wound around it was placed underneath the seat to float in case the machine should go under and make it possible to locate its whereabouts.

After the aero was rigged up and ready for the flights Mr. Harmon hesitated whether to start. He thought he would be better off to wait for his new Gnome engine, which is on its way over here from Europe, but he said it was such an ideal day he would take the chance with the motor he is using. Just before Mr. Harmon started Capt. Thomas S. Baldwin, who had been flying around the course, crossed the field to find out what had happened to the Harmon machine and flew back to the grand stand to inform the several hundred spectators.

It was 6:18 o'clock when Mr. Harmon remounted his seat, and nine seconds later he was in the air. He had placed a life preserver underneath his leather coat and was now flying in earnest. He swung around the field at a height of from 150 to 200 feet and then shot out over Mineola. Automobiles quickly started in pursuit and at a clip of 60 miles or more an hour soon outdistanced the flier. Mr. Harmon maintained an altitude of from 200 to 300 feet and the counter motions often made the machine appear to be standing still in the air.

The flier kept in sight until the view was obscured by a woodland. When Mr. Harmon came down the only place in sight was Clifford Brookway, who had tried to keep pace with the flying machine in case Mr. Harmon should need assistance.

Mrs. Harmon, who in the meantime was waiting at the Glenwood pier to follow the machine across the Sound, in the meantime was growing anxious. She had expected that Mr. Harmon would reach there in less than fifteen minutes and was much overjoyed. With her hand shading her eyes, she stood in the boat and looked over every tree, waiting for him to appear. Finally she became so anxious that she had some one telephone to find out if he might have taken another route and landed.

It was a little past 7 o'clock when an automobile dashed along and Mr. Harmon jumped out. Mrs. Harmon was the first to see him, and she hurried to meet him. She took him by the hand and said: "I am glad you are alright, but what has happened?"

"Nothing much, except my motor flunked on me," said Mr. Harmon. Then Mrs. Harmon suggested that they go out to meet her French mechanics, Armand Mallard, Charles Pinchoff, Emile Breton, William Verman and Arthur Corneau, who had attempted to follow the machine in an automobile but had lost sight of it, had waited at Glenwood. They went back to examine the machine and found that both skids were broken, one of the steering levers was wrenched out of place, the propeller chipped and the front control somewhat battered from its contact with a branch of a tree. Some one suggested that the owner of the property might be entitled to legal action, as Mr. Harmon was a trespasser, but the only damage amounted to the loss of two bars of the fence and a broken limb on the tree.

Mr. Harmon had planned to alight in a ten acre lot owned by Henry L. Cannmann of New York City at Mead's Point, a half mile from the Benedict mansion at Indian Harbor. The grass had been mowed and a slight rise in the field was to act as a bumper for his final flitting. Hundreds of New York folks in autos lined the beach and edge of the field, word of the start having been phoned to Indian Harbor and from thence to the Point. Yachts dotted the harbor and the Indian Harbor Yacht Club verandas were filled. It was not until dark that they departed homeward disappointed for the second time.

Mr. Harmon said: "I started from the Plains equipped with postcards, but found

A Bill Mrs. Howard Gould Won't Pay. Mrs. Katharine Clemmons Gould, who was recently separated from her husband, Howard Gould, moved before Justice Giegener in the Supreme Court, yesterday for judgment on the pleadings in an action brought against Mrs. Gould by William C. Woodward (Big Hawley), who says that he lent Mrs. Gould \$2,000 in 1904 and that she has never paid him back. Mrs. Gould denies the debt and sets up the statute of limitations, which Woodward meets by allegation of part payment five years ago. Justice Giegener reserved decision.

Deaths of "Beat-Three" Chairman. The wife for which the Chairman of the Y. M. C. A. died. The wife for which the Chairman of the Y. M. C. A. died.

Deaths of "Beat-Three" Chairman. The wife for which the Chairman of the Y. M. C. A. died. The wife for which the Chairman of the Y. M. C. A. died.

Deaths of "Beat-Three" Chairman. The wife for which the Chairman of the Y. M. C. A. died. The wife for which the Chairman of the Y. M. C. A. died.